Summary of Pre-Nickel and Nickel Capital Projects

Transportation Performance Audit Board

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May 7, 2004

Washington State
Department of Transportation

Overview

- Draft WSDOT 2003-2007 Business Plan
- 2003-2005 Budget Overview
- 10 Year Capital Project Delivery & Reporting
- Gray Notebook
- Project Management & Reporting

Insert Tab

“Business Plan”

Washington State Department of Transportation

2003-2007 Business Directions

May 2004 Update

Our mission is to keep people and business moving by operating and improving the state's transportation systems vital to our taxpayers and communities.

D R A F T

Management Principles

Leadership

We are committed that WSDOT provide strategic vision and leadership for our state's transportation needs.

Delivery and Accountability

We shall manage the resources taxpayers and the legislature entrust to us for the highest possible return of value. We shall be disciplined in our use of both time and money. We shall account for our achievements, our shortcomings and our challenges to citizens, to elected officials, and to other public agencies.

Business Practices

We shall encourage progressive business management practices in delivering cost effective and efficient transportation programs. Our quest for short-term cost savings and business process improvement shall be balanced by the long term need to preserve and improve the state's transportation systems through sound fiscal planning and asset management.

Safety

Concern for the health and safety of the people who use and work on our transportation facilities shall be a paramount value in every area of our business.

Environmental Responsibility

Our work shall incorporate environmental protection and improvements into the day-to-day operations of the department as well as the on-going development of the state's transportation facilities.

Excellence and Integrity

Our employees shall work in a culture of workplace excellence and diversity that encourages creativity and personal responsibility, values teamwork, and always respects the contributions of one another and of those with whom we do business. We shall adhere to the highest standards of courtesy, integrity and ethical conduct. We shall encourage and recognize our employees' professionalism and their career growth.

Communications

We shall stress the importance of sharing clear, concise and timely information with WSDOT employees, elected officials, community leaders, businesses, citizens and taxpayers, others in the transportation community, with the press and other media. We shall strive for the effectiveness of all our employees in meeting WSDOT's communications standards.

This is the summary of WSDOT's current work plan. It is based on the policy, programs and budgets adopted by the state legislature in the 2003-2005 Transportation Budget and the 2004 Supplemental Transportation Budget. It reflects efforts to be made by employees all over the state whose work centers on many different aspects of delivering WSDOT's overall program responsibilities. It also reflects WSDOT's efforts to prepare for adopting transportation budgets in accordance with responsibilities carried out by WSDOT and the Washington State Transportation Commission, that have been specified and guided by the state legislature over many years.

WSDOT believes that its single most important aim at this time is to support on-going efforts to increase investment in the diverse transportation facilities and systems that are required for the future well being of our state. The need for higher levels of investment has been widely demonstrated. The three main points are:

First, the recent, current and future growth of demands on transportation systems resulting from population growth and economic growth.

Second, the historical under investment in growing transportation needs.

Third, the continuing aging and deterioration of transportation assets and the mounting burden for capital rehabilitation to offset the toll of wear, tear and functional obsolescence.

WSDOT has important transportation system goals to meet through its day-to-day work to build and operate state highways, manage the Washington State Ferries and perform numerous other legislative instructions.

Everything comes together, however, in the overriding need to demonstrate the best possible return for every dollar of taxpayer investment/legislative appropriation. This must be done so that citizens can endorse and support the higher and additional levels of investment that must be achieved if the state's transportation systems are to meet the state's needs.

Douglas B MacDonald

Please note that the activities and measures listed in this document are subject to revision and refinement.

1

Plan and build (deliver) capital investment projects for our transportation systems in accordance with the instructions of the legislature.

Includes capital "preservation" projects and programs (for example, roadway re-surfacing and bridge rehabilitation projects) as well as capital "system improvement projects" (for example, widening SR 18 or building new ferry vessels).

2003-2007 Initiatives (To-Do List)

ACTIVITIES

Plan for needed projects and, at this time in particular, support the development of a Regional Transportation Investment District program for the central Puget Sound area.

Deliver the capital projects (highway, ferry and rail) provided for by current law and the 2003 Transportation Funding Package.

a. Use frequent exchange and support between headquarters and regional staff to overcome obstacles to program delivery.

b. Improve timeliness and cost-performance of freight and passenger rail capital projects by adapting best practices from the highway construction program.

Develop better project management and reporting information systems to improve the agency's capacity for program and project management.

Continue to address the preservation backlog of ferry systems and structures that are past due as well as ongoing deterioration of terminal and vessel components.

Preserve pavement to lowest life cycle cost standards.

Preserve and maintain bridge structures and components to extend bridge service lives.

Deliver the Regional Express projects on time and within budget, according to Sound Transit plans (by providing timely project reporting and continuing coordination and review of construction plans).

Develop and implement federal and state grant programs in an efficient and equitable manner.

Develop and implement Context Sensitive Solutions training to improve coordination and partnership opportunities with local agencies.

PUBLISHED MEASURES INCLUDE: *(SEE PAGE 8)*

Planned vs. actual number of **project advertisements** (pre-existing funds and 2003 Transportation Funding Package funds)

Planned vs. actual **expenditures** (pre-existing funds and 2003 Transportation Funding Package funds)

Planned vs. actual project advertisements for the **safety construction program** (state benchmark)

Cost comparison for contracts awarded: **Engineer's estimate to award amount**

Cost comparison for contracts completed: **Final cost to award amount and to engineer's estimate**

End-of-season **construction project evaluations**

Planned vs. actual tons of **hot mix asphalt pavement** delivered

Environmental impact statement processing times

Number of environmental **non-compliance events**

Construction site **erosion and runoff protection**

Completed monitoring **wetlands success rate**

Bridge structural condition ratings (state benchmark)

Planned vs. actual completed projects for the **overall bridge preservation program**

Planned vs. actual number of **bridge deck protection projects** advertised

Planned vs. actual number of **seismic retrofit projects** advertised

Planned vs. actual number of **steel bridge painting projects** advertised

Pavement condition ratings (state benchmark)

Age and retrofit status of **concrete pavement** lane miles

Ferry life cycle preservation performance

2003-2007 Initiatives (To-Do List)

2
Maintain and operate the transportation facilities and systems placed under the department's responsibility making cost-effective use of the appropriations provided by the legislature from citizens' taxes.

ACTIVITIES

Maintain highways to the level of service designated by the legislature.

Maintain ferry boats and terminals to ensure reliability of service.

Operate the ferries to ensure on-time performance.

Rail car maintenance (Amtrak *Cascades* and the Washington Grain Train) (to be developed).

Operate intercity passenger rail in partnership with Amtrak to ensure service reliability.

Attain highest standards of environmental protection while performing responsibilities of maintenance activities.

Define highway maintenance productivity and costing measurements.

Maintain IT legacy systems to ensure existing program delivery and reporting capabilities.

Develop maintenance standards for the aviation system.

PUBLISHED MEASURES INCLUDE: *(SEE PAGE 8)*

Percent of targeted service levels achieved for the **Maintenance Accountability Process (MAP)**

Planned vs. actual **highway sign bridges** repaired

Planned vs. actual miles of **pavement striping** painted

Herbicide usage trends

Number of environmental **non-compliance events**

Tons of **Litter** removed from highways

Forecasted vs. actual **ferry fare box revenues**

Forecasted vs. actual **ferry ridership**

Ferry on-time performance

Ferry trip reliability index

Number of **Grain Train carloads**

Amtrak *Cascades* on-time performance

Amtrak *Cascades* ridership by month and year

Amtrak *Cascades* fare box recovery by train

Number of **pilot and aircraft registrations**

3

Optimize the operational efficiency and safety of the transportation systems and facilities committed to WSDOT's charge.

2003-2007 Initiatives (To-Do List)

ACTIVITIES

Improve travel time reliability by improving incident response and motorist assistance.

Continue improving the overall quality and accessibility of transportation data. For example, remove lag time on processing collision data and continue developing the Electronic Traffic Records Information Project (ETRIP) to further streamline accident coding.

Develop an Intelligent Transportation Systems (ITS) plan to incorporate possible ITS elements and related communication infrastructure into the highway construction program.

Improve interrelation of various traveler information tools, including the Web site, HAR, VMS, and 511, and facilitate linkages to private sector traveler assistance such as private wireless in-vehicle systems, radio and TV traffic reporting, etc., to provide better customer information and improve highway clearance strategies.

Establish Emergency Operations Center (EOC) programs to address emergency situations arising from security and natural disasters and complete regular emergency exercises involving appropriate WSDOT divisions.

Conduct outreach to key freight constituencies in order to better incorporate freight needs into agency operations.

Implement the SR 167 HOT Lane pilot project to demonstrate benefits of congestion pricing and managing HOV lane use.

Develop the highway safety plan as an element of the Washington Transportation Plan.

PUBLISHED MEASURES INCLUDE: *(SEE PAGE 8)*

Before and after collision data for safety projects

Fatality rate on state highways vs. all state roads and U.S. roads

Percent **change in fatal and disabling crashes** and VMT (state benchmark)

Alcohol-related fatalities state comparison

Alcohol-related fatality rate

Bicycle fatality rate state comparison

Before and after collision data for **cable median barriers**

Pedestrian fatality rate state comparison

Before and after collision data for **roundabouts**

Seat belt use state comparison

Travel times on 12 Puget Sound region corridors (state benchmark)

95 percent reliable time during peak travel on 12 Puget Sound region corridors (state benchmark)

Average number of **minutes to clear all incidents**

Average number of **minutes to clear incidents that last over 90 minutes** (state benchmark)

Incident Response program **response types**

Total **number of incident responses**

Drive alone commuting rate state comparison

Commute mode share in Washington state

Park and ride lot occupancy rate in King County

Number of operating **vanpools** in Puget Sound

Traveler information web site daily **page views**

Traveler information **calls** (1-800-695-ROAD, 511)

4

Report to the Transportation Commission, citizens, other officials and the legislature on achievements, shortcomings and challenges in WSDOT's performance.

2003-2007 Initiatives (To-Do List)

ACTIVITIES

Continue and improve the *Gray Notebook*.

Provide timely, accurate, no surprises reporting on capital program delivery.

Develop policies to monitor project status and financial reports through collaboration with regional administrators and headquarters staff.

Continue and expand efforts at internal communication to reinforce all employees' understanding of the agency mission and their roles.

Sharpen and unify messages as part of the "OneDOT" communications strategy.

Increase the frequency of contacts with "opinion makers" about the WSDOT program/project delivery record.

Regularly inform Congressional offices of key WSDOT accomplishments and challenges.

Continue to improve tribal relations and project delivery (by sponsoring an annual tribal/state transportation conference, conducting tribal relations classes, and mentoring and supporting Tribal Coordinators).

Complete the development of the Environmental Management System (EMS).

Continue refinement of the agency Web site to provide consistent and accessible information.

Develop and implement an audit plan covering the agency's financial and compliance risk areas (by reviewing gaps in prior audit planning processes, meeting with executives and direct reports to discuss areas of concern, and monitoring the work of other audit organizations).

Provide quarterly reports on progress on audit findings from previous year.

PUBLISHED MEASURES INCLUDE: *(SEE PAGE 8)*

Publication of ***Gray Notebook***

Publication of **annual construction highlights**

On-line access to construction project information including quarterly project updates

Publication of **annual benchmark update**

2003-2007 Initiatives (To-Do List)

5

Support the State Transportation Commission in preparing proposed budgets and plans for transportation systems and facilities.

ACTIVITIES

Continue to improve the analytical tools to support the strongest possible state plan (WTP) to address the state's needs for transportation investment.

Implement information technology to meet managers' needs to link financial and project/program management.

Develop and expand WSDOT's use of system performance measures.

Develop a freight investment plan based on regional economic case studies, surveys, and interviews.

Continue to implement and monitor the Ferries' Capital Funding Plan.

Develop a financial plan for Amtrak *Cascades* operating and capital expenditures coincident with the agency's update of the passenger rail plan and Oregon's budget plan development.

Develop business plans for state airports, aviation planning, search and rescue, and pilot/aircraft registrations.

Define aviation system of statewide significance and airport functional classifications in coordination with regional planning decision-makers.

PUBLISHED MEASURES INCLUDE: *(SEE PAGE 8)*

Adoption of **Washington Transportation Plan** in 2005.

Submit WSDOT's **2005-2007 budget proposal** to the Governor by September 1, 2004.

6

2003-2007 Initiatives (To-Do List)

Assure the capability and efficiency of WSDOT's workforce.

ACTIVITIES

Ensure that employees are adequately trained in health and safety issues.

Develop a successful Work Zone Safety Task Force with an improved scope and operations plan that addresses work zone design and implementation with the construction program.

Fill key vacancies and continue attention to placement and recruitment of the best available management talent at every organizational level.

Retool and implement WSDOT's leadership development program to prepare for manager succession.

Work to reduce the cost of tort claims (by developing a 24/7 access tort information center, and by developing a briefing to the legislative transportation committee on the department's participation in the state's self-insurance fund).

Prepare management team to lead successful implementation of PSRA.

Continue WSDOT's research program to discover and implement innovative practices and materials as appropriate.

PUBLISHED MEASURES INCLUDE: *(SEE PAGE 8)*

Injury rate for highway maintenance workers

Injury rate for highway engineers

Injury rate for ferry vessel workers

Highway maintenance workers **safety training compliance**

Human resources training rate for all WSDOT employees

Administrative cost (state benchmark)

Workforce level

WSDOT Performance Measures

All of the performance measures used in this document are frequently updated and published in WSDOT's comprehensive quarterly performance report *Measures, Markers, and Mileposts* (also known as the *Gray Notebook*). The measures contained in *2003-2007 Business Directions* track progress toward the agency's six overarching initiatives, and are not directly related to the activities listed under each initiative.

The measures published in the *Gray Notebook* (available at www.wsdot.wa.gov/accountability/) are also used for other required agency reports, including the Governor's Performance Agreement and the Office of Financial Management's budget performance measures.

State Transportation Benchmarks

WSDOT's activities support the attainment of the Washington State Transportation Commission's benchmarks for measuring the performance of the state transportation system. Some of the benchmarks are regularly used and reported by WSDOT to track the performance of its transportation systems and facilities:

- Safety
- Pavement condition
- Bridge condition
- Traffic congestion and driver delay
- Administrative efficiency

Other benchmarks, such as transit cost efficiency and per capita vehicle miles traveled, are only indirectly related to WSDOT's investments in the state transportation system. Other jurisdictions, including transit agencies and cities and counties, own and operate systems that involve the remaining state policy goals:

- Per capita vehicle miles traveled
- Non-auto share of commute trips
- Transit cost efficiency

Each benchmark and attainment status is described in detail in WSDOT's *Transportation Benchmarks Implementation Report*, available at www.wsdot.wa.gov/accountability/benchmarks/. An annual update of benchmark results will be published in August 2004.

Priorities of Government

WSDOT's activities support the Priorities of Government (POG) established by Governor Gary Locke for the 2003-2005 biennium. The 2003-2005 POG budget process identified 10 goals that all state spending should be measured against. WSDOT's activities directly support several of these goals:

- ☐ Improve student achievement in elementary, middle and high schools
- ☐ Improve quality and productivity of our workforce
- ☐ Improve value of a state college or university education
- ☐ Improve health of Washington citizens
- ☐ Improve security of Washington's vulnerable children and adults
- ☑ Improve **economic vitality** of business and individuals
- ☑ Improve statewide **mobility** of people, goods, information and energy
- ☑ Improve **safety** of people and property
- ☐ Improve quality of Washington's natural resources
- ☐ Improve cultural and recreational opportunities throughout the state

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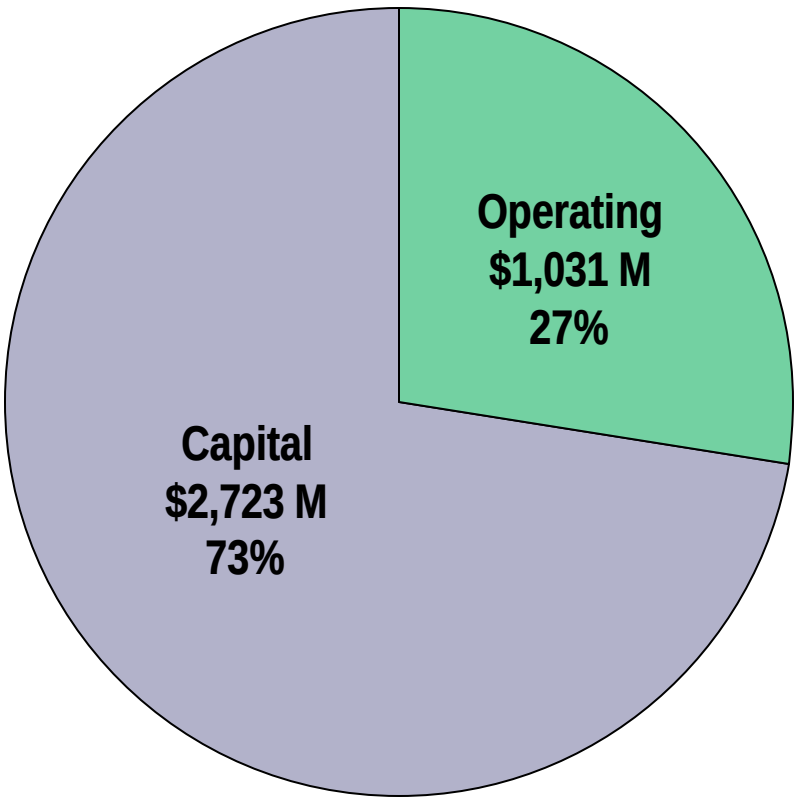
“Budget Overview”

WSDOT 2003-05 Enacted Budget

Total Budget



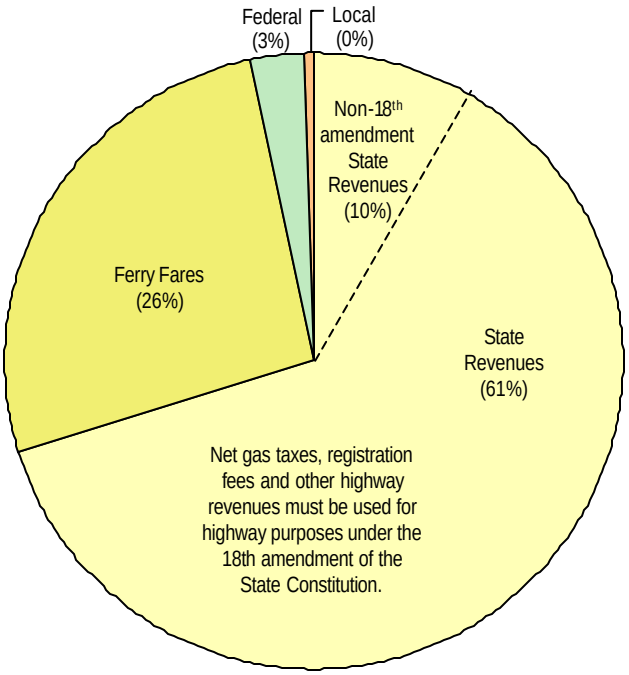
Total
$3,754 M

*2003-05 Enacted Budget includes the 2004 Enacted Supplemental.

WSDOT 2003-05 Enacted Budget

Operating Funds

Sources



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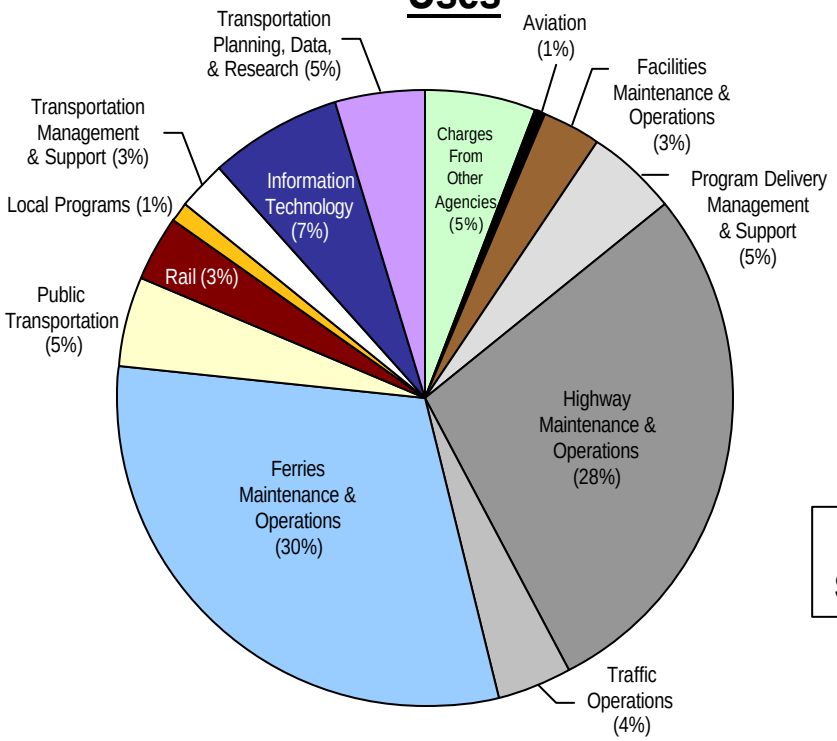


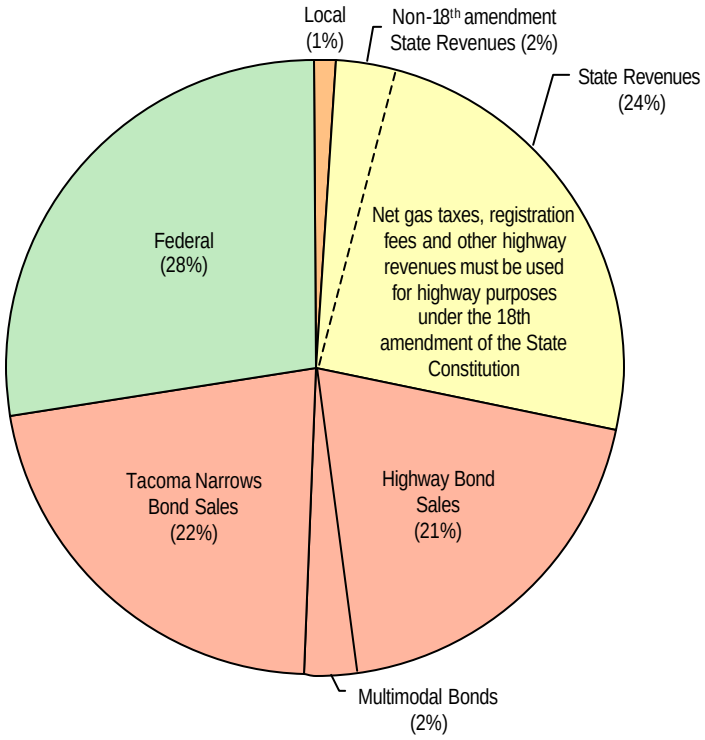
Total $1,031 M

*2003-05 Enacted Budget includes the 2004 Enacted Supplemental.

WSDOT 2003-05 Enacted Budget

Capital Funds

Sources



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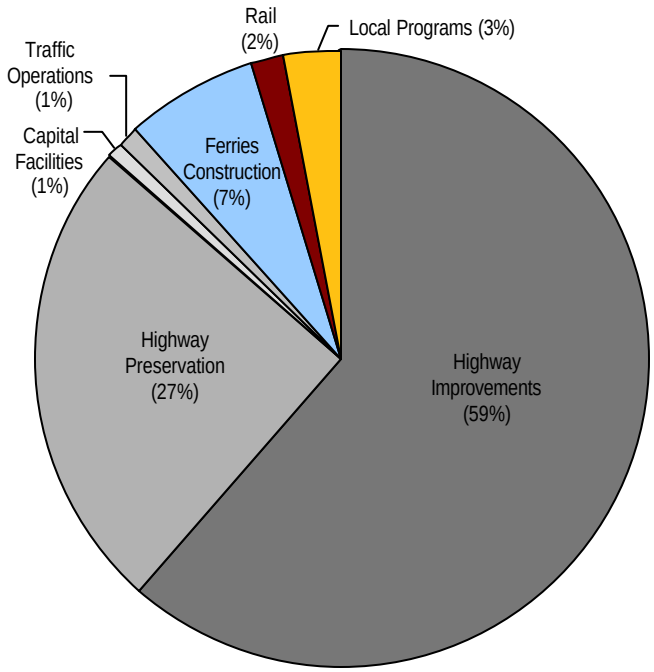
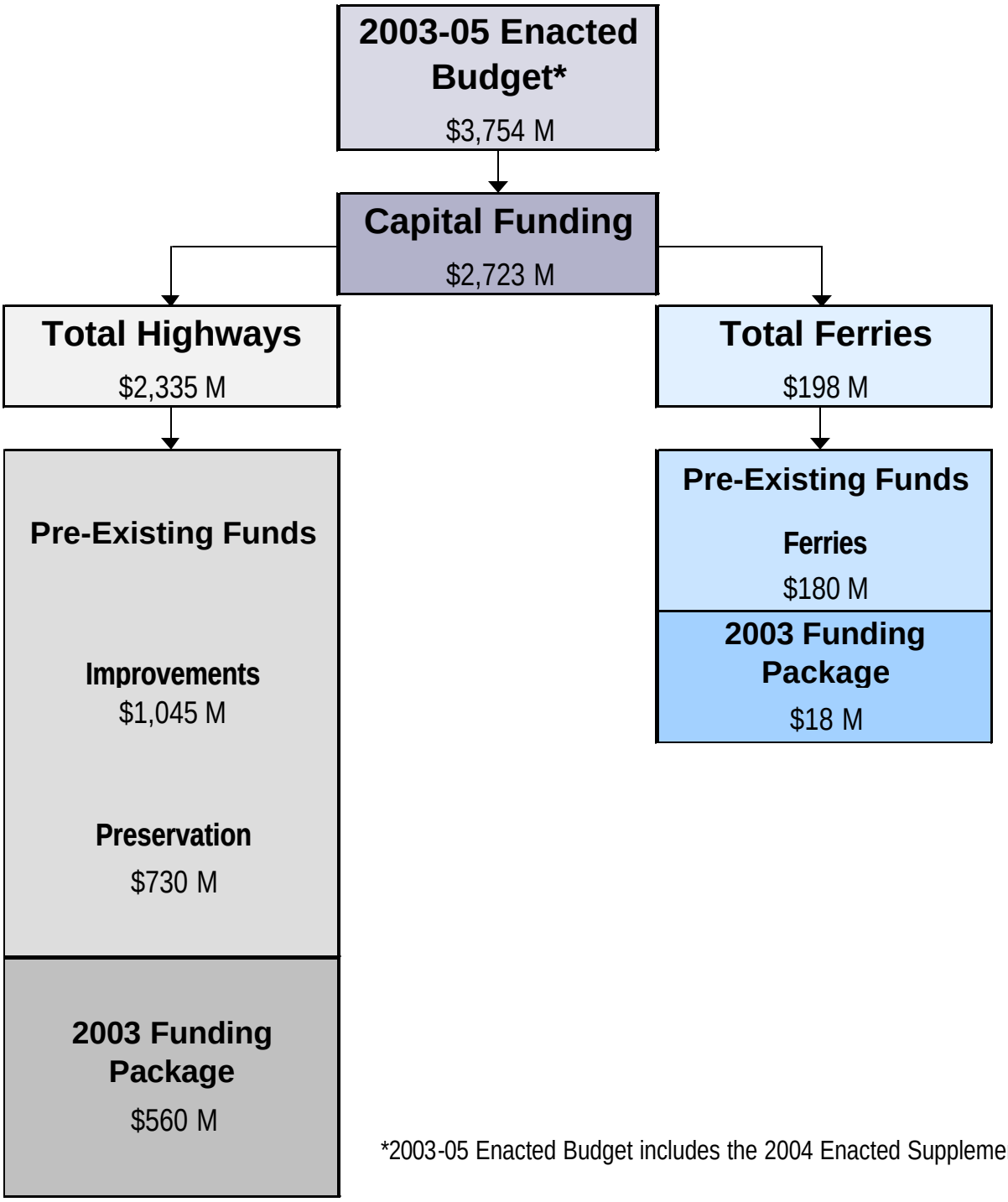


Total $2,723 M

*2003-05 Enacted Budget includes the 2004 Enacted Supplemental.

WSDOT 2003-05 Enacted Budget

Capital Funding for Highways & Ferries



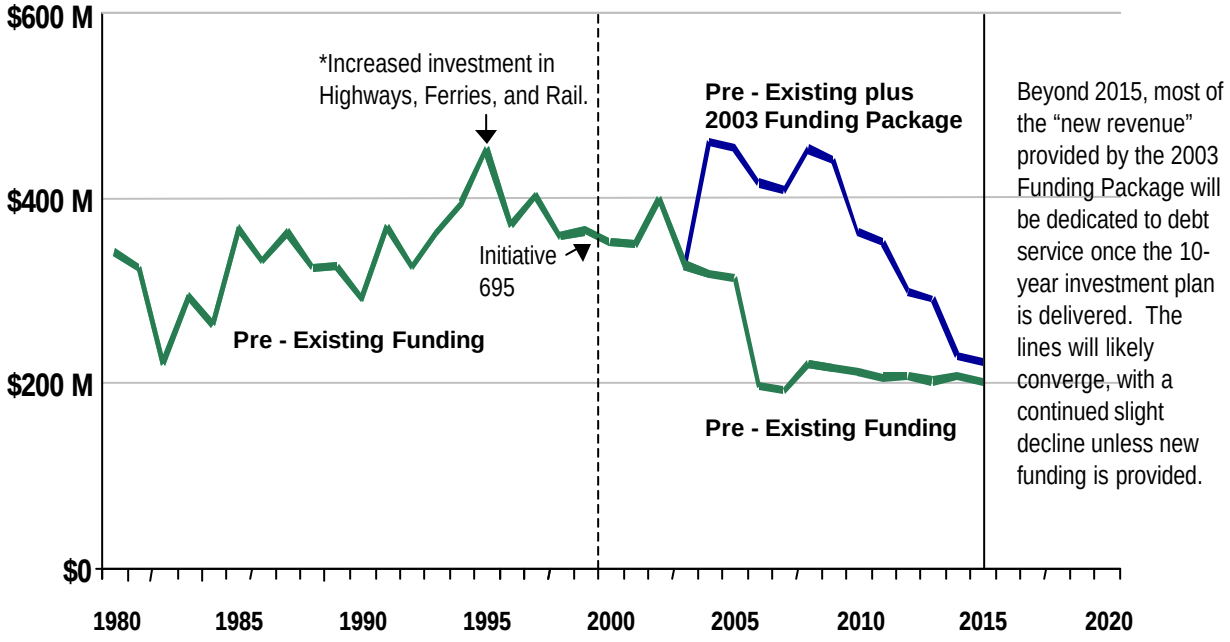
*2003-05 Enacted Budget includes the 2004 Enacted Supplemental.

WSDOT Capital Funding

Over the Next Decade WSDOT Capital Funding is Declining

Even With the Last Funding Package

(in 1980 constant dollars)



Total does not include funding for the Tacoma Narrows Bridge and non-state sources.

*1990 Funding Package (5¢, MVET).

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“Capital Proj. Delivery"

The Universe of Projects in the 10 Year Capital Construction Program

All Capital Programs Combined: 2003 - 2013

	Number of Projects	$ in Millions
Preservation Program	688	2,721
Improvement Program	471	4,620
Ferries	113	1,340
Rail	32	242
Facilities	12	49
Advanced Technology	3	29
Local Programs	2	12
Tacoma Narrows Br.	1	534
Total	1,322	9,547

2003 Legislative Transportation Projects: 2003- 2013

	Number of Projects	$ in Millions
Highway Improvement	125	3,230
Rail	24	210
Ferries	5	298
Highway Preservation	2	145
Local Programs	2	12
Total	158	3,895

Pre-Existing Funded Projects: 2003 - 2013

	Number of Projects*	$ in Millions
Highway Preservation	686	2,576
Highway Improvement	346	1,390
Ferries	108	1,042
Facilities	12	49
Rail	8	32
Advanced Technology	3	29
Tacoma Narrows Br.	1	534
Total	1,164	5,652

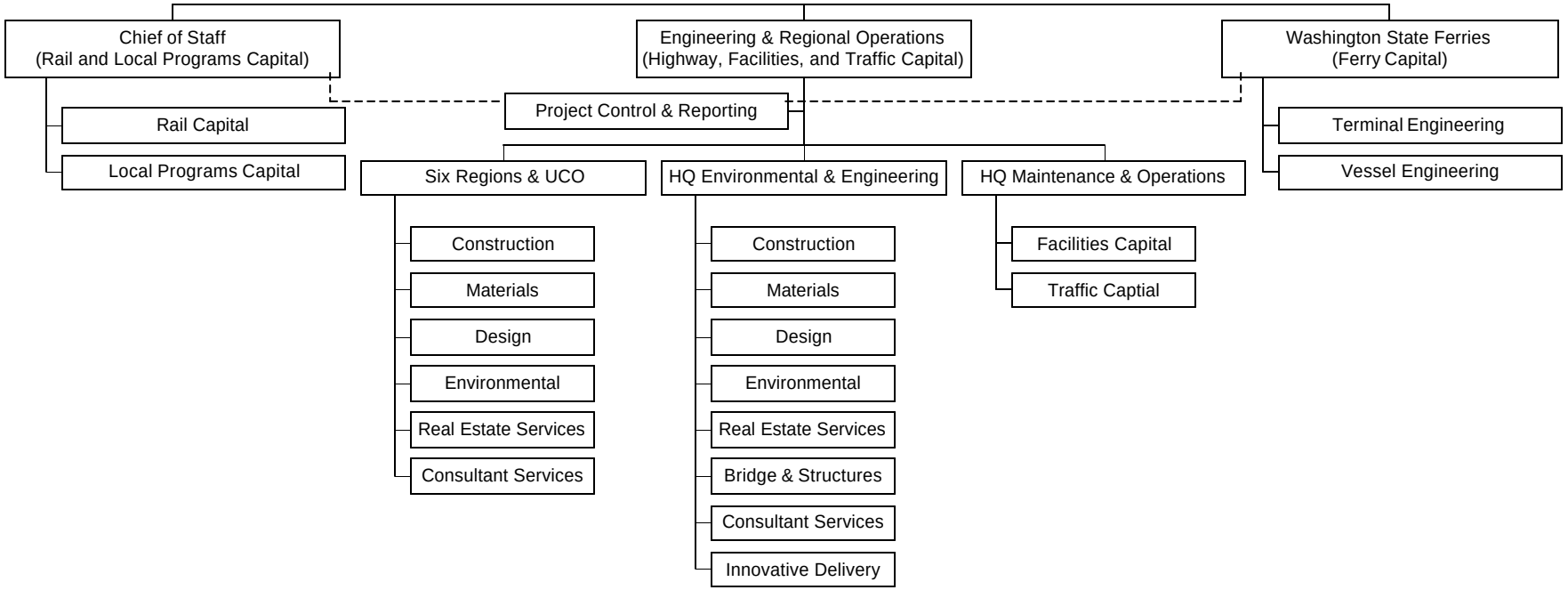
Source: Legislative Evaluation and Accountability Program , April 27, 2003

*Estimated number of capital projects based on current information and level of detail available at the 10-year planning level.

Note: Some projects funded may use both Pre-Existing funds and 2003 Legislative Transportation Package funding, as a result these may appear in both tables.

Insert Agency Organization Chart

Capital Programs - Project Delivery



Navigating the Roadmap

http://www.wsdot.wa.gov/

Roadmap to On-line Project Information

The diagram below is a roadmap to the information found on-line. The on-line version of the *Gray Notebook* as well as the Home Page will have "hot links" to the individual Project Pages and the Quarterly Project Reports.

Project Information Roadmap

Gray Notebook

Home Page

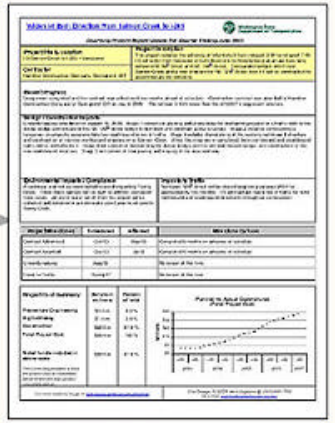
Project Page

Project Pages report on all WSDOT 2003 Transportation Fund projects. Project Pages provide detailed information that is updated regularly.

- Overall Project Vision
- Financial Table
- Funding Components
- Roll-up Milestones
- Roll-up Cash Flow
- Contact Information
- Maps and Links

QPR

Quarterly Project Reports summarize quarterly activities.



- Highlights
- Milestones
- Status Description
- Problem Statement
- Risk Challenges
- Project Costs/Cash Flow
- Contact Information

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“Gray Notebook”

Insert Gray Notebook

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“Project Management”

2003 Transportation Funding Package

Projects advertised for bid from July 2003 to April 2004

Projects Scheduled for Ad: 20

I-5 Salmon Creek To I-205
SR 9/SR 528 Intersection - Signal
SR 16, HOV - Olympic Drive and Union Ave.
I-90, Highline Canal to Elk Heights
I-90, Ryegrass Summit to Vantage
I-90, Argonne to Sullivan Road (Pines)
I-90, Eastbound Ramps to SR 18 - Signal
I-90, Cle Elum River Bridge
97A, Entiat Park Entrance - Turn Lanes

Projects Advertised: 17

SR 124/East Jct. SR 12 - Reconstruction
SR 161, 234th Street to 204th Street E
I-182/US 395 I/C - Roadside Safety
SR 203, NE 124th/Novelty Rd. Vic.
US 395, Kennewick Variable Message Sign
SR 500, E 112th Ave. - Interchange
SR 527, 132nd St. SE to 112th St. SE
US 395/NSC-Francis Avenue To Farwell Road

Engineer's Estimate for Projects: $116.9 Million

Bid Amount for Projects: $96.1 Million

Washington State Department of Transportation

3/1/2004

Engineer Estimate, Bid Amount, Final Cost Relationships
(1992 through 1st Quarter 2004)
Eng's Est
Bid
Final Est $
Projects
Cost of Project
Millions
$600
$500
$400
$300
$200
$100
$0
Number of Projects Accepted
300
200
100
0
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
1st Quarter 2004
Year of Project Acceptance

IT'S YOUR NICKEL. WATCH IT WORK.

This project is funded in part by the nickel funding package.

PROJECT LINKS
» **Project Home**
- Project Area Map
- Proposed Interchange
- Public Participation

QUARTERLY REPORT
- December 2003
- September 2003
- June 2003

PRESS RELEASES
- Open House for I-5, Rush Road to 13th Street Widening & LaBree Road Interchange Project Scheduled for April 21 - 4.12.04

I-5, Rush Road to 13th Street

Project Status

May 2004

- This project is currently in the early design and environmental phase. The project's first public open house was held on April 21 to introduce the project goals to the community and learn about any concerns that should be considered by the project team during the Environmental Assessment and preliminary design process.

Click for more details

Other projects in this area:
I-5 Grand Mound to Maytown
I-5 Chehalis River Basin Flood Reduction

Project Facts

- This 4.5 mile segment of I-5 is part of a 40-mile long section of the interstate in the state of Washington that is only two lanes in each direction.
- According to the Port of Chehalis, constructing the LaBree Road interchange as part of this project will improve the economic viability of the Port, which will create more jobs.

Overview
Interstate 5 (I-5) is the backbone of the Washington State transportation system. This project is the first stage of several with the goal of improving freight mobility, economic development and safety through the I-5 corridor between the Toutle River Safety Rest Area in Cowlitz County to Grand Mound Road in Thurston County. Stage 1 widens 4.5 miles of I-5 from two lanes to three lanes in each direction from north of the Rush Road interchange to south of the 13th Street interchange near the city of Chehalis in Lewis County. The project also constructs a new interchange at the current Labree Road overpass, which will improve access to the Chehalis Industrial Park.

Why is WSDOT widening I-5 in this area?
I-5 is the most significant freight freeway on the West Coast, linking markets in Canada, the United States and Mexico and is critical to the regional, state and national economy. It also is the busiest commuter roadway in the region. Widening this segment of I-5 will not only improve traffic flow through Lewis County, but also will benefit freight mobility in this very important corridor.

There is currently a 40-mile long section of I-5 from the Toutle River Safety Rest Area in Cowlitz County to the Maytown interchange in Thurston County that is still only two lanes in each direction. As a result, congestion is a problem and even minor incidents can result in significant traffic backups. The area's mobility and safety problems are expected to grow with anticipated traffic volume increases. WSDOT's planned improvements will help address these issues and improve travel through the I-5 corridor.

Why is WSDOT building an interchange at LaBree Road?
It is estimated that after the interchange at I-5 and LaBree Road is built, round-trip truck travel time to and from the Port of Chehalis will be reduced by an average of seven minutes by the year 2030. According to the Port of Chehalis, constructing the LaBree Road interchange also will improve the economic viability of the Port, which will create more jobs.

After the interchange is constructed, the overall number of accidents on I-5, the ramps

and local roadways will be reduced by an estimated nine percent by the year 2030. It also will move truck traffic from the local roadways back onto the interstate, which will help eliminate pedestrian and passenger vehicle conflicts with large trucks.

The End Result
When finished, I-5 from the Rush Road interchange to the 13th Street interchange in Lewis County will be a concrete barrier-divided interstate with three general-purpose lanes in each direction (six lanes total). In addition, access to the Chehalis Industrial Park will be improved as a result of building a new interchange at LaBree Road.

The result of these improvements will be increased economic development and improved mobility and safety for all vehicles traveling on this section of I-5.

Project benefits

- **Congestion Relief:** Widening this segment of I-5 will improve traffic flow through Lewis County.
- **Mobility:** This project will improve roadway capacity by widening approximately four miles of I-5 from the Rush Road interchange to 13th Street interchange in Lewis County.
- **Safety:** The new LaBree Road interchange will help reduce accidents on I-5, the ramps and local roadways by an estimated nine percent by the year 2030, and it will help eliminate pedestrian and passenger vehicle conflicts with large trucks by moving truck traffic from the local roadways back onto the interstate.
- **Economic:** According to the Port of Chehalis, constructing the LaBree Road interchange will improve the economic viability of the Port, which will help create more jobs.

What is the project timeline?
In February 2004, a new interchange at LaBree Road as part of this project was conditionally approved by the Federal Highway Administration. The project consultant has started the preliminary engineering to define the area, or footprint, of the entire project so environmental review and documentation can proceed. This also helps determine the property, or right-of-way, needs. An open house scoping meeting is scheduled for the end of April. Announcements will be out two weeks before the meeting date.

Right-of-way acquisition may start in 2005 and construction in 2007. The project would be complete and open to the public in 2009.

How can I get involved in this project?
During the environmental and design phases of this project, the public will be kept informed through public meetings, local media and project Web pages. WSDOT has already been in contact with key stakeholders to get input from them on the project's initial planning and design. How can I get more information?

For the latest public involvement meeting occurring in the SW Region, visit to the SW Region's Public Involvement page.

Environmental Protection
WSDOT makes every effort to assess and minimize environmental impact from our projects. WSDOT and its consultant, CH2M Hill, will prepare an Environmental Assessment for this project in 2004. The assessment will detail the project's environmental impacts (natural, ecological, social and economic) in order to guide future design and construction. WSDOT is committed to preserving the environment and makes every effort to assess and minimize environmental impact from its projects.

This project may impact existing wetlands. In anticipation of this, WSDOT has already acquired property near the project area, which may be used to mitigate any impacts by creating new, replacement wetland areas.

There are two components to WSDOT's erosion control and water quality protection efforts: temporary measures during construction activities and permanent measures for when the project is completed. WSDOT incorporates "Best Management Practices" to reduce environmental impacts on water quality and provide erosion control at the construction site. These practices include covering disturbed soil to prevent erosion, and using silt fences, straw bales, and inlet filters to prevent sediment from leaving the work site.

Permanent erosion control and water quality measures will be addressed with the construction of drainage structures, swales, and infiltration ponds that collect and filter storm water run-off from the highway.

For more information visit WSDOT Environmental Services.

Increasing safety is one of our priorities
This project is the first stage of several to improve safety through the I-5 corridor between the Toutle River Safety Rest Area in Cowlitz County to Grand Mound Road in Thurston County. The new LaBree Road interchange will help reduce accidents on I-5, the ramps and local roadways by an estimated nine percent by the year 2030. It also will move truck traffic from the local roadways back onto the interstate, which will help eliminate pedestrian and passenger vehicle conflicts with large trucks.

Will this project impact tribal lands?
As WSDOT seeks to address the concerns of the tribal nations using the process outlined in Section 106 of The National Historic Preservation Act and the WSDOT Tribal Consultation Policy adopted in 2003 by the Transportation Commission as part of the WSDOT Centennial Accord Plan.

This process is not applicable because the project does not impact tribal lands.

For more information visit our WSDOT Tribal Liaison website.

Financial Information
This project is in the early design phase. This project is funded from the 2003 Legislative Transportation Funding (or "Nickel") Package. Work on this project section is in the early stages of environmental and design (performed under an overall corridor project). Funding for this project will pay for design and construction in the 2005-07 biennia.

Expenditure Plan

Project Funding	Expenditures prior to 7/1/2003	Remaining Funds	Total
Pre-existing State, Federal, and Other Partnership Funds	$0	$0	$0
2003 Legislative Transportation Package		$41,400,000	$41,400,000
Total Available Funding	**$0**	**$41,400,000**	**$41,400,000**
Estimated Total Project Cost			**$41,400,000**

Financial data is current as of 03/16/2004

WSDOT PIN(s): 400507R

Note: Program Item Numbers (PINs) are used by the Legislature to keep track of financial data associated with a project or segment of work

How can I get more information?

Contact:
Richard Hensley P.E., Area Engineer
WSDOT Chehalis Project Office
1411 Rush Road

Chehalis, WA 98532-8727
Phone: 360-748-2353, or toll-free 1-866-713-2412
E-mail: i5Rushto13@wsdot.wa.gov

Or you can use our information request form.

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I-5, Rush Road to 13th Street

Washington State Department of Transportation

Quarterly Project Report Update for Quarter Ending December 2003

Project Title & Location
I-5/Rush Road to 13th Street - Chehalis

Contractor/Consultant
Project is not yet advertised or awarded.

Project Description
Improves freight mobility, economic development and safety by adding one lane each direction from Rush Road to 13th Street and constructing an interchange at LaBree Road. There are currently four lanes (two in each direction). There will be six lanes when this project is completed.

Recent Progress
WSDOT has hired CH2M Hill as a consultant to assist with the Enviromental Assessment for this project during the environmental phase. The scope for this work has been defined and the time for completion has been negotiated. CH2M Hill is expected to start work before January 2004.

Design Construction Impacts

The scope, schedule and budget will be affected dependent upon FHWA's acceptance or denial of the LaBree Interchange Access Point Decision Report.

Stormwater treatment is a major factor in determining the need and amount of additional right of way, the total cost and the project scope. This design element has been identified as one of the most important aspects for successful project delivery.

Environmental Impacts / Compliance
Some wetlands will be unavoidably impacted. The North Fork Newaukum wetland bank credits will be used to mitigate these impacts. A hazardous material site has been identified and is located in the southwest quadrant of the LaBree Road interchange. Project impacts are unknown at this time.

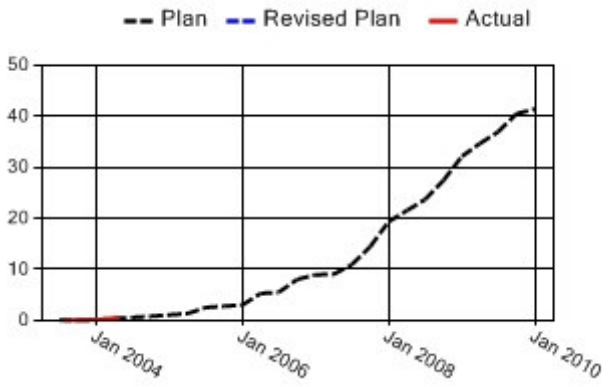
Impacts to Traffic
Construction will be staged and an aggressive public awareness campaign will be used to minimize traffic impacts. I-5 may be restricted to one lane, each direction at night while staging is completed. Two lanes will be open in each direction during the daytime and at night as staging allows.

Project Milestones	Scheduled	Attained	Milestone Outlook
Design Start	July 2003	July 2003	Started on time.
Record of Decision	July 2006		No issues at this time.
Right of Way Complete	January 2007		No issues at this time.
Ad Date	January 2007		No issues at this time.

Project Cost Summary:	Dollars in millions	Percent of Total
Preliminary Engineering	$3.0	7.3 %
Right-of-Way	$6.0	14.4 %
Construction	$32.4	78.3 %
Funded Project Costs	$41.4	100 %
Nickel funds included in above costs	$41.4	100 %

The current expectation is that the project cost at completion will be within the total project cost noted above.

Planned vs. Actual Expenditures
(Total Project Cost)



For more information, go to www.wsdot.wa.gov/projects

Rich Hensley, WSDOT Area Engineer, at (360) 748-2353 or e-mail henslerg@wsdot.wa.gov.

IT'S YOUR NICKEL. WATCH IT WORK.

This project is funded in part by the nickel funding package.

PROJECT INFO.

» **Project Home**
- Get Involved
- Design Visualization
- Olympic Region

QUARTERLY REPORT
- December 2003
- September 2003

SR 7 Safety Improvement Project

Project Status

March 2004

- This project is finalizing design and right of way acquisition. It is scheduled to begini construction in late summer 2004.

Comments:
See a weekly update of work hours and traffic impacts.

Click image to enlarge
Project runs along SR 7 beginning at the intersection of SR 512 and SR 7 and ending at SR 507

Overview
In response to concerned citizens in the Parkland and Spanaway area, the Washington State Department of Transportation (WSDOT) began several years ago looking at ways to improve safety on State Route (SR) 7 between SR 507 (Roy Y) and SR 512.

Why is WSDOT building this project?
Washington State Patrol records indicate that this stretch of highway has an accident rate nearly double that of similar business-access state routes. Upon further analysis, WSDOT learned that a significant portion of those accidents involved, or was caused by, vehicles entering or leaving the state highway.

Project Facts

- Improves safety by limiting conflict points and moving conflict points away from busy intersections.
- Overall project cost is $11.4 million

A proven solution to these types of accidents is to reduce the number of vehicle conflict points and to move conflict points away from busy intersections. This is referred to as "access management." The WSDOT recognizes, however, that providing the ultimate safety solution may not always meet the needs of established businesses that rely on access to the highway, and that compromise is necessary.

The End Result
One of the department's primary goals is to provide safe operating highways for the motoring public, bicycles, and pedestrians. On SR 7, this will be accomplished by establishing driveways to reduce conflict points, adding sidewalks for pedestrian safety, improving drainage, upgrading the signal systems, adding bicycle lanes, and installing street lights throughout the project limits.

Although adjustments are being made for access points, the overall intended improvements for this section of highway have not changed.

- Installing a new signal at Tule Lake Road and at 146th Street S install an emergency vehicle signal.
- Upgrade signals at 112th Street, 114th Street (emergency vehicle signal only), 121st Street S, Garfield Street, 138th Street S, 152nd Street S (Military Road), 159th Street S, 166th Street S, 168th Street S and 176th Street S (planned for construction in conjunction with Pierce County's project.)
- Constructing sidewalks to provide for pedestrian safety and to better define driveways.

- Designing a stormwater system in accordance with current standards.
- Adding street lighting throughout the project length.

Project Benefits

- **Safety.** The project adds bicycle lanes, installs street lights throughout the project, improves several signals and limits conflict points.
- **Environment.** Builds a stormwater system in accordance with current standards.

What is the project timeline?
WSDOT continues to fine-tune the project design as a result of our contacts with the public, local businesses and other public agencies. Work to complete the contract plans is continuing. Construction is scheduled to begin during the summer of 2004 and last until the fall of 2005.

How can I get involved in this project?
An open house was held on March 12, 1998 at the Parkland/Spanaway Public Library to present our initial project design and to gather comments on the proposed improvements. Over 115 people attended the three-hour event, during which the department received many valuable comments and information from the public and business owners who frequent the SR 7 corridor.

In addition, the project engineer has had more than 150 individual meetings with business and property owners to work out access issues. As a result, the number of access points (driveways) that will be allowed has increased from 74 in our initial design to 161 in the current project plans. This may not be the final total as adjustments are still being made. Working in concert with local property owners, WSDOT designers are finding the "best fit" by impacting the local businesses as little as possible while still providing a safety benefit for those who use the route. Contact the Lacey Project office at (360) 753-3633 with questions or concerns.

Environmental Protection
The WSDOT is constructing a stormwater system in accordance with current standards.

For more information visit WSDOT Environmental Services.

Increasing safety is one of our priorities
This project addresses several safety concerns through the corridor, mostly by reducing the number of vehicle conflict points and by moving conflict points away from busy intersections.

Will this project impact tribal lands?
This process is not applicable because the project does not impact tribal lands.

For more information visit our WSDOT Tribal Liaison website.

Financial Information
This project is in the design stage. The legislature has appropriated $9.5 million to begin construction work in the 2003-2005 fiscal year transportation budget.

Expenditure Plan

Project Funding	Expenditures prior to 7/1/2003	Remaining Funds	Total
Pre-existing State, Federal, and Other Partnership Funds	$1,871,442	$465,374	$2,336,816

2003 Legislative Transportation Package		$9,479,998	$9,479,998
Total Available Funding	**$1,871,442**	**$9,945,372**	**$11,816,814**
Estimated Total Project Cost			**$11,816,814**

Financial data is current as of 03/16/2004

WSDOT PIN(s): 300706B

Note: Program Item Numbers (PINs) are used by the Legislature to keep track of financial data associated with a project or segment of work

Contact:
Project Engineer Troy Cowan
WSDOT Lacey Project Office
7912 Martin Way, Suite E
PO Box 47448
Lacey, WA 98516-5703
Phone: (360) 753-3633
E-mail: cowant@wsdot.wa.gov

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SR 7/SR 507 to SR 512

Washington State Department of Transportation

Quarterly Project Report Update for Quarter Ending December 2003

Project Title & Location	**Project Description**
SR 7: SR 507 to SR 512 Safety, Parkland	Constructs sidewalks, retaining walls, illumination and consolidates access points.
Contractor/Consultant Project not yet advertised or awarded	

Recent Progress

Work continues on final design of the project, but citizen input on design features is still being considered. Work with utility companies for relocating utilities in a common trench along the corridor is underway and on schedule. While the ultimate roadway and roadside features will be accommodated within the existing public right-of-way, WSDOT will soon begin negotiating temporary construction permits with adjacent property owners to allow the contractor the room needed to construct swales and sidewalks.

Design Construction Impacts

To address safety issues and to maximize traffic flow this project will consolidate driveways along the corridor and bring all access points up to modern design standards. WSDOT has sent notices to property owners along the corridor whose access will be affected. The Attorney General's Office (AGO) will represent the State's position with property owners who request an adjudicative hearing on their access changes. Currently 18 adjudicative hearings have been requested, and the preliminary work on each of these sites, including detailed surveys, titles searches, and working with the AGO to schedule hearings has begun. It is estimated that each hearing could cost as much as $20,000 -- Preliminary Engineering costs will increase to cover time and effort involved in these hearings.

Citizens and elected officials are requesting new design elements be included in the project. If the added cost for these new features is approved by the legislature, the contract documents will have to be redeveloped and the construction start date will be delayed.

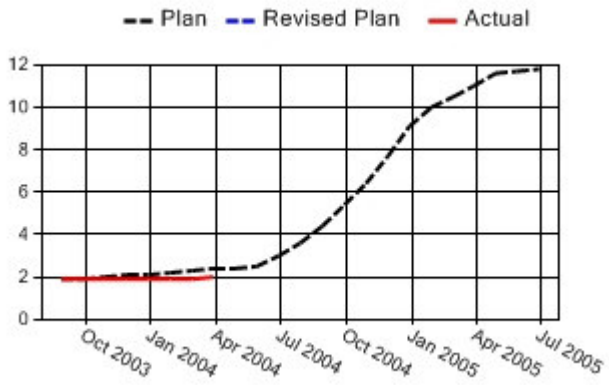
Environmental Impacts / Compliance	**Impacts to Traffic**
The work on environmental permits is underway for the existing contract documents and will be completed in time to meet the contract advertisement date.	This project will take 2-years to complete. The conceptual approach to construction is to pursue the work at night in five one-mile stages to minimize impacts to businesses and traffic. This concept will be reevaluated before Contract Advertisement. Nighttime lane closures can be expected, but all through-lanes will be open to traffic during peak travel times.

Project Milestones	**Scheduled**	**Attained**	**Milestone Outlook**
Design Documentation Complete	May 2004		The "Nickel Funding Package" enacted by the Washington State Legislature noted that this project would be advertised for construction in 2003. This date could not be met as negotiations on access issues with adjacent property owners could not re-start until the project was funded. Work is now focused on meeting the AGO's timeline to complete negotiations and ready the contract documents for advertisement in May 2004.
Environmental Permits	May 2004		On schedule for the May 2004 Contract Advertisement.
Contract Advertisement	May 2004		The timeline for findings from the adjudicative hearings must be met to advertise this project in May 2004.
Open to Traffic	September 2006		

Project Cost Summary:	**Dollars in millions**	**Percent of Total**
Preliminary Engineering	$ 2.30	19.2 %
Right-of-Way	$ .02	0.2 %

Planned vs. Actual Expenditures
(Total Project Cost)

Construction	$ 9.50	80.6 %
Funded Project Costs	$11.80	100.0 %
Nickel funds included in above costs *The current expectation is that the project cost at completion will be within the total project cost noted above.*	$9.50	80.6 %



For more information, go to www.wsdot.wa.gov/projects

IT'S YOUR NICKEL. WATCH IT WORK.

This project is funded in part by the nickel funding package.

PROJECT INFO.

- Project Home
- Get Involved
- » **Design Visualization**
- Olympic Region

SR 7 Safety Improvement Project

Design Visualizations - Existing Design

« Back to Design Visualizations

IT'S YOUR NICKEL. WATCH IT WORK.

This project is funded in part by the nickel funding package.

PROJECT INFO.

- Project Home
- Get Involved
- » **Design Visualization**
- Olympic Region

SR 7 Safety Improvement Project

Design Visualizations - Proposed Design

« Back to Design Visualizations

IT'S YOUR NICKEL. WATCH IT WORK.

This project is funded in part by the nickel funding package.

PROJECT INFO.

» **Project Home**
- Get Involved
- Northwest Region

QUARTERLY REPORT
- June 2003
- September 2003
- December 2003

SR 167 - 15th Street SW to 15th Street NW - HOV

Project Status

April 2004

- This project is currently in redesign.

Click image to enlarge

Project Facts

- This project widens SR 167 in Auburn between 15th Street SW and 15th Street NW.
- Construction begins in summer 2005.

Overview
This project constructs a carpool lane on northbound State Route 167 from 15th Street SW to 15th Street NW in Auburn. WSDOT will add meters and bypass lanes for carpools, vanpools and buses to northbound and southbound on-ramps between Auburn and Renton at the following interchanges:

- 15th Street Southwest
- State Route 18
- 15th Street Northwest
- South 277th Street
- Willis Street (State Route 516)
- 84th Avenue South/North Central Avenue
- South 212th Street
- South 180th Street/Southwest 43rd Street

Why is WSDOT widening SR 167?
Lanes for carpools, vanpools, and buses carry far more people than a general-purpose lane of traffic when the highway is congested. These lanes are designed to maximize the movement of people. Thus, even when the lanes look less congested than general-purpose lanes they often carry more people. Building a northbound carpool lane reduces commute times for transit, carpools and vanpools.

The end result
When completed, a continuous northbound carpool lane from the Auburn Super Mall of the Northwest to Interstate 405 in Renton with carpool lanes and metered ramps at interchanges will increase safety and reduce congestion on SR 167.

Project Benefits

- **Safety:** carpool lanes, widened shoulders and other modifications improve safety on SR 167. See "Safety is one of our priorities" below for more information.
- **Congestion relief:** carpool lanes on the highway and bypass lanes with metered lanes on the on ramps, improve traffic flow.
- **Environment:** retaining walls, stormwater treatment and detention facilities, and erosion control are designed to protect the environment. See "Environmental Protection" for further information.

What is the project timeline?
Currently advertisement is scheduled for February 2005, construction for summer 2005

and completion for fall 2007.

How can I get involved in this project?
Your thoughts and opinions are important to us. Please contact design Project Engineer John E. Johnson or construction Project Engineer Paul Johnson for questions about this project.

Environmental Protection

- Installation of 10 retaining walls to reduce impacts to wetlands and wetland buffers.
- Construction of stormwater treatment facilities for the removal of heavy metals and other debris from highway runoff and detention ponds for stormwater flood control.
- Implementation of approved temporary erosion and sediment control plan.
- Approved Army Corps of Engineers' wetland mitigation plan will create/enhance more wetlands than the project will impact.

For more information visit WSDOT Environmental Services.

Increasing safety is one of our priorities

- A combination of guardrails and cable barriers will reduce median crossover accidents.
- Six modified exit ramps will decrease the chances of rear-end accidents by creating a smoother transition from the highway to the exit ramp.
- The new carpool and bypass lanes will reduce traffic congestion and accidents.
- Widening the inside shoulder from 4 feet to 10 feet will provide space for emergency use.
- New guardrail, concrete barriers and attenuators (crash absorbing devices) increase safety.
- A new lighting system at interchanges impoves visibility at night.

Will this project impact tribal lands?
WSDOT sent a request to the Snoqualmie, Duwamish and Muckleshoot tribes in July 2001 asking for their participation in a consultation regarding potential cultural or historic resources related to this project.The Muckleshoot Tribe responded and requested consultation on the project.

At WSDOT we seek to address the concerns of the tribal nations using the process outlined in Section 106 of The National Historic Preservation Act and the WSDOT Tribal Consultation Policy adopted in 2003 by the Transportation Commission as part of the WSDOT Centennial Accord Plan.

For more information visit our WSDOT Tribal Liaison website.

Financial Information
This project is in the early stages of design.

Expenditure Plan

Project Funding	Expenditures prior to 7/1/2003	Remaining Funds	Total
Pre-existing State, Federal, and Other Partnership Funds	$0	$0	$0

2003 Legislative Transportation Package		$40,360,000	$40,360,000
Total Available Funding	**$0**	**$40,360,000**	**$40,360,000**
Amount Required to Complete Additional Project Stage(s)*			$1,929,963
Estimated Total Project Cost			**$42,289,963**

Financial data is current as of 03/16/2004

WSDOT PIN(s): 116703E, 1167HOV

* No additional funding source identified

Note: Program Item Numbers (PINs) are used by the Legislature to keep track of financial data associated with a project or segment of work

How can I get more information?

Design Project Engineer, John E. Johnson, P.E.
WSDOT Northwest Region Project Office
15700 Dayton Avenue North
P. O. Box 330310
Seattle, WA 98133-9710
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E-mail: JohnJoh@wsdot.wa.gov

Construction Project Engineer, Paul Johnson, PE
WSDOT Kent Project Office
21851 84th Avenue South
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E-mail: JohnsRP@wsdot.wa.gov

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SR 167 - 15th Street SW to 15th Street NW - HOV

Washington State Department of Transportation

Quarterly Project Report Update for Quarter Ending December 2003

Project Title & Location 15th St. SW to S. 180th St. Stage 3: HOV Lanes--Auburn to Renton	**Project Description** This project reduces congestion by adding a northbound high occupancy vehicle lane and adding ramp meters and high occupancy vehicle bypass lanes at several interchanges.
Contractor/Consultant Project is not yet advertised or awarded.	

Recent Progress

Redesign of stormwater facilities has been underway. A meeting with Muti Agency Permitting representatives from the Department of Ecology and Fish & Wildlife was held in late December to discuss options. The representatives agreed to review the information now available.

Design Construction Impacts

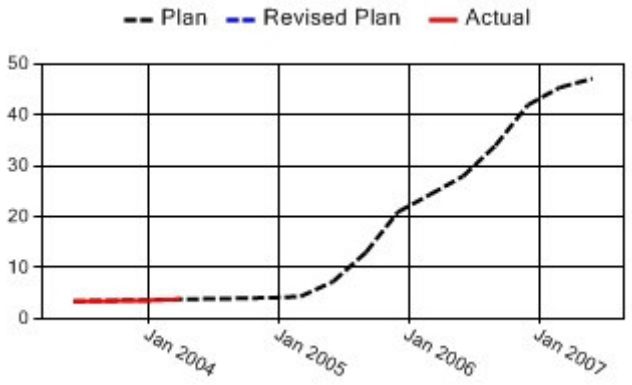
Recent advances in methods to treat and detain storm water runoff made the old design obsolete. The storm water system must be redesigned to meet the higher-level environmental requirements.

Environmental Impacts / Compliance Five-year-old permits obtained for the old design have expired. We must reapply after the storm water system is redesigned.	**Impacts to Traffic** The project will improve the efficiency of the general purpose and HOV lanes. Construction will require lane closures at times during non peak hours. Public outreach will be conducted.

Project Milestones	Scheduled	Attained	Milestone Outlook
Start Project (nickel portion)	July 2003	July 2003	Project design underway.
Environmental Document	May 2004		Being resubmitted to meet new requirements
Design Documentation	1997-98		Done except for minor updates and supplemental deviations.
Contract Advertised	May 2004		Stormwater system redesign and new permits may cause the advertisment date to shift to February 2005.

Project Cost Summary:	Dollars in millions	Percent of Total
Preliminary Engineering	$4.1	8.7%
Right-of-Way	$0.0	0.0%
Construction	$43.3	91.3%
Funded Project Costs	$47.4	100%
Nickel funds included in above costs *The current expectation is that the project cost at completion will be within the total project cost noted above.*	$44.0	93.5%

Planned vs. Actual Expenditures
(Total Project Cost)



For more information, go to www.wsdot.wa.gov/projects

John E. Johnson, WSDOT Project Engineer (206) 440-4552 or
E-mail: JohnJoh@wsdot.wa.gov

PROJECT LINKS

» **Project Home**
- Construction Safety
- Proposed Route
- Detour Routes
- Traffic Camera

QUARTERLY REPORT
- December 2003
- September 2003
- June 2003

Live Web Camera

Click to enlarge

DOCUMENTS

Alternate Routes Map (.pdf)

PRESS RELEASES
- Girder Placement on SR 500 at NE 112th Ave. Completed Early; Final Nighttime Closure Canceled - 4.2.04
- New SR 500 Interchange Bridge Girders Going Up; Nightly Closures of NE 112th Avenue Set for March 31 - April 2 - 3.10.04
- Full Weekend Closure, Realignment & Left Turn Restrictions Start October 31 as Construction Moves into New Phase - 10.16.03
- Two New SR 500 Traffic Cameras Now Available Online - 8.21.03
- A kick off event for this

SR 500 - New Interchanges and Additional Lanes

This project constructs a new interchange on State Route 500 at NE 112th Avenue and Gher Road in Clark County.

Why is WSDOT building this interchange?
This is one of several projects to make travel on SR 500 safer and more efficient. The first of these projects was the Andresen Road interchange, which was completed in 1996. The second project, the Thurston Way interchange, was completed in October 2002. The third project is the NE 112th Avenue and Gher Road interchange. The project location was identified by WSDOT as a High Accident Location, a place on the highway system that experience a higher than average number of accidents compared to other locations with similar characteristics.

The End Result
The new interchange will improve safety, create better connections to existing roads, improve pedestrian and bicycle connections, increase capacity and decrease congestion in this busy area.

- **A new freeway interchange** will be constructed at the intersection of State Route 500 and NE 112th Avenue/Gher Road.
- Traffic on SR 500 will no longer have to stop at a stoplight and will instead be taken up and over NE 112th Avenue/Gher Road on a **bridge**.
- Travelers on I-205 northbound and SR 500 eastbound will access NE 112th Avenue and Gher Road using **three new ramps**, which will channel traffic while reducing accidents caused by many vehicles changing lanes and merging at the current intersection.
- **Retaining walls** will be constructed to keep the project within the current right-of-way and three water treatment ponds will be constructed to treat roadway runoff.
- **Noise walls** will be constructed along some residential areas on I-205 northbound south of the SR 500 exit and along residential areas southeast of the interchange.

Project Benefits
- **Safety:** Accidents caused by vehicles changing lanes and merging at the current intersection will

Click to enlarge

Construction Update:
May 2004
(For the week of May 1 - 7)

Detour Routes:
A signed detour for motorists wishing to turn left off of SR 500 at the intersection is available.

Traffic Impacts:
Motorists on State Route 500 in both directions are currently traveling on a temporary alignment. There are fewer travel lanes, left turns off SR 500 in both directions are prohibited and the speed limit is reduced to 40 mph.

There will be occasional, brief daytime lane closures on NE 112th Avenue and Gher Road at the intersection to allow trucks in and out of the work zone. Watch for flaggers.

See a weekly update of travel advisories and traffic impacts.

Related WSDOT projects in the SR 500 corridor:
SR 500, Thurston Way Interchange

Project Facts
- Construction began in August 2003 and is expected to be complete by fall 2005.
- Contractor: Tapani Underground, Battle Ground, WA.

project took place on August 19 in Vancouver - 8.13.03
- Second Clark County Nickel Funding Project Awarded - 7.22.03

Press Releases Archive

be reduced, including rear-end type accidents that occur at the current signalized intersection.

- **Congestion Relief:** Traffic on SR 500 will travel up and over NE 112th Avenue and Gher Road with out stopping at a light, and new exit ramps will help channel traffic.

  WSDOT, through computer modeling, predicts that if this project is not built the average afternoon travel speeds in 2010 and 2020 would be 27 and 23 mph, respectively. With the project, the models show that average speeds should be 46 and 35 mph in 2010 and 2020, respectively. View the 2010 and 2020 forecasted project benefits. (pdf, 8 KB)

  To learn more about WSDOT's congestion relief efforts visit the WSDOT Congestion Relief site.

- **Bicycle and Pedestrian Access:**: Construction will include sidewalks and bike lanes under the new SR 500 bridge, which will connect to existing sidewalks on NE 112th Avenue and Gher Road.

What is the project timeline?
Tapani Underground of Battle Ground, Washington was awarded the project contract in mid-July. Construction began on August 11, 2003 and the project is expected to be completed by fall of 2005.

How can I get involved in this project?
Several public meetings and open houses were held since 1995. WSDOT held an informational open house, in June 2003 to discuss the different stages of the project, possible alternate routes to ease traffic during construction, and how to stay informed about the project. At this meeting, WSDOT invited business owners and employers to provide contact information so they can stay informed of project developments. To submit business contact information, please e-mail project staff at: SR500Gher@wsdot.wa.gov Project staff is available to answer questions about the project.

Local business owners and employers were invited to a project briefing and traffic impacts discussion with project staff and the construction contractor on August 27, 2003. At the suggestion of several business owners at this meeting, project staff added some additional detour signs. Project staff also provided a briefing to the Evergreen Business Association on September 24, 2003.

For more public involvement information in the SW Region, visit the SW Region's Public Involvement page.

What is being done to protect the environment?
Retaining walls will be constructed as part of this project to help preserve some of the large evergreen trees, avoid impacts to adjacent wetlands and minimize property impacts.

WSDOT's erosion control and water quality protection efforts include both temporary measures during construction activities and permanent measures (replacing some vegetation). Temporary erosion control measures during construction will include silt fences, check dams and catch basin protection. Permanent measures to control erosion and manage water quality will include drainage structures, vegetated ditches and detention ponds that collect and filter highway storm water run-off. Where feasible,

permanent erosion control measures will be put in place immediately after construction starts so they can be used during construction.

For environmental information specific to this project, please contact Becky Michaliszyn at (360) 905-2174, or e-mail her at: michalb@wsdot.wa.gov.

Increasing safety is one of our priorities
This project replaces the existing signalized intersection with an interchange on SR 500 at NE 112th Avenue/Gher Road. Replacing the intersection with an interchange is expected to minimize rear-end-type accidents on SR 500 and reduce all accidents by 40 percent.

Learn about construction safety...

How does this project impact tribal lands?
This process is not applicable because the project does not impact tribal lands.

Financial Information
Construction of this project is being funded by the 2003 Legislative Transportation Funding (or "Nickel") Package. The city of Vancouver also is providing up to $2 million towards construction.

Expenditure Plan

Project Funding	Expenditures prior to 7/1/2003	Remaining Funds	Total
Pre-existing State, Federal, and Other Partnership Funds	$3,700,364	$0	$3,700,364
2003 Legislative Transportation Package		$22,622,812	$22,622,812
Total Available Funding	**$3,700,364**	**$22,622,812**	**$26,323,176**
Estimated Total Project Cost			**$26,323,176**

Financial data is current as of 03/16/2004

WSDOT PIN(s): 450099A

Note: Program Item Numbers (PINs) are used by the Legislature to keep track of financial data associated with a project or segment of work

How can I get more information?

Contact:
Chuck Ruhsenberger, Area Engineer
WSDOT Columbia River Gorge Project Office
PO Box 1709
11018 NE 51st Circle
Vancouver, WA 98682-6686
Phone: 360-759-1310 (M-F 7 a.m. - 5 p.m.)
E-mail: SR500Gher@wsdot.wa.gov

Or you can use our information request form.

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SR 500 - New Interchanges and Additional Lanes

Washington State Department of Transportation

Quarterly Project Report Update for Quarter Ending December 2003

Project Title & Location	**Project Description**
SR 500 NE 112th Ave/Gher Rd Interchange, Vancouver	This project constructs a new interchange on SR 500 at NE 112th Avenue/Gher Road to reduce accidents and improve mobility at this High Accident Location.
Contractor/Consultant Tapani Underground Inc. - Battle Ground, WA	

Recent Progress

The bridge girders have been placed on the eastbound "fly-over" structure, the contractor is forming the bridge deck. The main structure at NE 112th will have the precast concrete girders installed on the nights of March 31, April 1 & 2. All three stormwater treatment facilities are functional. Several retaining walls, sign bridges, and cantilever sign foundations are under construction. Upcoming work includes; finish noise wall installation, retaining walls, install guardrail and traffic barrier, paving of leveling course.

Design Construction Impacts

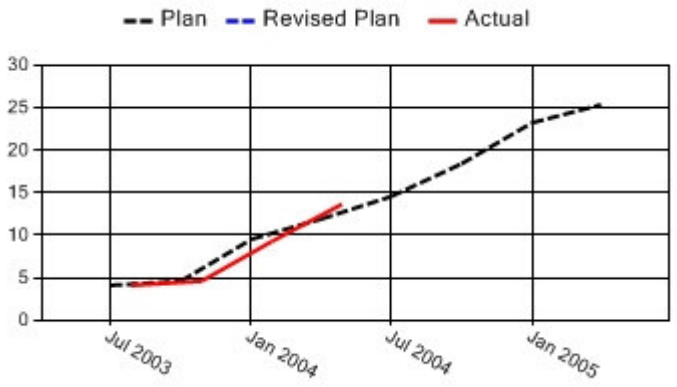
At this time there are no known design or construction issues that will impact the scope, schedule or budget for this project.

Environmental Impacts / Compliance	**Impacts to Traffic**
This project constructs stormwater treatment facilities for both water quality and quantity. The Biological Assessment for this project found that it would have “No Affect” on endangered species. Use of temporary erosion control measures during construction will minimize impacts.	Throughout the project, temporary detours are being used to shift and redirect traffic. Lane and shoulder widths have been reduced. Access to businesses will remain open at all times.

Project Milestones	**Scheduled**	**Attained**	**Milestone Outlook**
Contract Awarded	December 2003	July 2003	Proceeding five months ahead of schedule.
Begin Phase One	January 2004	August 2003	Occured August 19, 2003.
Begin Phase Two	March 2004	November 2003	Occured November 1, 2003.
Begin Phase Three	September 2004		No issues at this time.
Open to Traffic	June 2005		No issues at this time.

Project Cost Summary:	**Dollars in millions**	**Percent of Total**
Preliminary Engineering	$2.8	10.6%
Right-of-Way	$1.3	4.9%
Construction	$22.3	84.5%
Funded Project Costs	$26.4	100%
Nickel funds included in above costs *The current expectation is that the project cost at completion will be within the total project cost noted above.*	$ 21.3	80.85

Planned vs. Actual Expenditures
(Total Project Cost)



For more information, go to www.wsdot.wa.gov/projects

Chuck Ruhsenberger, WSDOT Area Engineer, (360) 759-1310 or e-mail: sr500gher@wsdot.wa.gov

PROJECT LINKS

- Project Home
- Construction Safety
- Proposed Route
- » **Traffic Camera**

SR 500 - New Interchanges and Additional Lanes

A "live" look at the intersection of State Route 500 at NE 112th Avenue and Gher Road in Clark County. Depending on traffic conditions, this camera may occasionally show different views in this area. Image updated approximately every 2 minutes.

Which way is the camera pointing?

Looking East

Looking West

Note: Small images are not live and do not update.

See more traffic cameras in this area.

PROJECT LINKS

» **Project Home**
- Closure Calendar
- Project Area Map
- Project Specifics
- Existing
- Proposed
- FAQ (.pdf, 108 KB)
- Traffic Camera

Live Web Camera

Click image to enlarge

QUARTERLY REPORT
- December 2003
- September 2003

PRESS RELASES
- Upcoming April 23-26 Weekend Closure Cancelled - 4.19.04
- Bumpy Ride for Motorists through Weekend Closures - 4.9.04
- Sidewalk Closure on Lewis & Clark Bridge Extended through April - 3.31.04
- Final Deck Panel Placed - 3.25.04

Press Releases Archive

SERVICES

Emergency Medical Helicopter Service (.pdf, 355 KB)

SR 433, Lewis and Clark Bridge Deck Replacement

The Washington State Department of Transportation (WSDOT) is committed to improving mobility and safety on the Lewis and Clark Bridge for residents and businesses in both states. WSDOT recognizes the significance of this bridge to the local communities and industries, and will strategically schedule construction activities in order to minimize impacts to the traveling public.

Click to enlarge

Why is WSDOT replacing the bridge deck?
The Lewis and Clark Bridge was built in 1929. As the surrounding communities and industries have grown, traffic levels on the bridge have increased. Over the past 73 years of use, portions of the bridge deck have begun to deteriorate. In order to continue to serve at a satisfactory level, it was determined that a large portion of deck on the Oregon side and a few sections of it on the Washington side would have to be completely replaced. The state and local governments agreed that this option was more practical and financially feasible than building a new bridge.

The End Result
The entire bridge will have a new driving surface and the roadway and shoulder widths will be consistent all the way across the bridge. This includes a five-foot shoulder in each direction.

Project Benefits
Installation of a new bridge deck will extend the life of the Lewis and Clark Bridge for another 25 years. The new roadway will eliminate the existing raised sidewalks providing wider shoulders for bicyclists and pedestrians, as well as additional room for traffic to maneuver around disabled vehicles.

Increasing safety is one of our priorities
The new guardrail will provide increased safety (up to WSDOT's current standards) for motorists. The seismic retrofit will increase the ability of the bridge to withstand earthquakes by adding movement-restraining devices. The new lighting of the roadway surface will increase visibility during dark hours.

What is the project timeline?
September 30, 2002: Project advertised for bid.
January 2003: Construction began.
June 2003: Nightly closures and weekend

Project Update:
May 2004

Bridge Alert:
Updated: May. 6, 2004 6:23 AM
Lewis & Clark Bridge Reopened

KELSO - After a 40 minute delay this morning, both lanes of the bridge were reopened to traffic at 6:10 AM. Single-lane closures are scheduled for Thursday, May 6 and Sunday-Thursday, May 9-13. These single-lane closures are scheduled to begin at 9:30 PM and end at 5:30 AM the following mornings.

To view all currently scheduled bridge closures, please visit the Closure Calendar page.

All bridge closures are weather dependent and may have to be canceled and immediately rescheduled as a result. Notification about weather-related cancellations and rescheduled closures will be released as soon as the information is available.

Toll-Free Project Info. and Updates:
1-866-427-4630
(Oregon and Washington)

Project Facts

closures of the bridge began.
Summer 2004: Total bridge closures completed.
December 2004: Construction will be completed.

When will the bridge be closed to traffic?
In order to replace the deck panels, the bridge will be closed to all traffic on weeknights (Sunday - Thursday) between 9:30 p.m. and 5:30 a.m. for up to 120 nights. Conducting the closures at night, when traffic is lighter, will minimize impacts on the public. The public will receive at least two weeks advance notice before any full nighttime closure.

- Total estimated project cost: $25.4 million
- The bridge is approximately one mile long and was built in 1929.
- Famed engineer, Joseph B. Strauss, designed this historic steel bridge. Strauss also designed San Francisco's Golden Gate Bridge.
- Project costs are being split between Washington and Oregon.
- The Lewis and Clark Bridge (also known as the Rainier Bridge) spans the Columbia River between Longview, WA and Rainier, OR.
- Project contractor: Max J. Kuney Company of Spokane

To replace the deck panels located next to the bridge's expansion joints, several extended nightly bridge closures also must be scheduled. These panels are more complicated than the others and require extra time to replace. Extended full nighttime closures will always occur on a Sunday night, when traffic levels on the bridge are lowest. Extended full nighttime closures may start up to four hours earlier than usual nighttime full closures, but will still end at 5:30 a.m. the following morning. The public will receive at least two weeks advance notice of all extended closures.

The project also will require up to four full weekend closures. They will take place between 11 p.m. Friday night and 5:30 a.m. Monday morning. The first of these closures occurred on June 27-30, 2003. The second weekend closure occurred on January 30 - February 1, 2004. Two more closures have yet to be scheduled. The public will receive at least three weeks advance notice before any full weekend closure.

The contractor may use up to 120 nights of single lane closures on the bridge for construction activities other than deck replacement. During these closures, flaggers will direct traffic across the bridge, one direction at a time. Single lane closures will only take place on weeknights (Sunday - Thursday) between 9:30 p.m. and 5:30 a.m. and the public will receive at least one week advance notice.

Schedules for single lane, full nighttime or weekend closures 1) will be posted on this Web page in the "Project Update" box under "Bridge Alert," 2) will be available by calling the toll-free project information telephone line (1-866-427-4630), or 3) can be heard by tuning to the project's two Highway Advisory Radios at AM 1580 in Kelso, Washington or AM 530 in Rainier, Oregon.

Learn about specific changes...

How can I get involved in this project?
Comments or questions about this project can be sent to the project leaders via e-mail at: lewisclarkbridge@wsdot.wa.gov

For the latest public involvement meetings occurring in the SW Region, navigate to the SW Region's Public Involvement page.

What is being done to protect the environment?
WSDOT is committed to preserving the environment, and we make every effort to assess and minimize environmental impact from our projects.

The Lewis and Clark Bridge is listed in the National Register of Historic Places, and is also one of Washington State's Historic Highway Bridges.

In order to ensure that the historic nature of the bridge wasn't compromised by the project, WSDOT's Southwest Region Environmental Office worked closely with the Historic Preservation Officers from both Washington and Oregon to guide the project's design.

Peregrine falcons have been observed on the Lewis and Clark Bridge since 1996. The falcons' typical nesting period is from February through June. During this period in 2003, WSDOT monitored falcon activities in the project area. When falcons were spotted after construction began, deterrents were set up and moved periodically to ensure that they wouldn't nest on the bridge during construction. Monitoring of the bridge commenced again in February 2004.

There are two components to WSDOT's erosion control and water quality protection efforts: temporary measures during construction activities and permanent measures for when the project is completed. WSDOT incorporates "Best Management Practices" (BMPs) that treat the source of the problem to protect water quality and provide erosion control during construction. These BMPs include covering disturbed soil to prevent erosion, and using silt fences, straw bales and inlet filters to contain sediment at the work site.

Permanent erosion control and water quality measures will be addressed with the construction of drainage structures, swales, and infiltration ponds that collect and filter storm water run-off. The project's design includes a new drainage system to direct storm water to vegetated areas where the water will filter into the ground. This includes adding one acre of vegetation under the bridge—one-third acre on the Washington side and two-thirds acre on the Oregon side. Currently, rainfall flows from bridge deck drains directly into the Columbia River.

WSDOT's Southwest Region Environmental Office is working closely with the project's contractor during construction to ensure compliance with the terms of the project's biological assessment, which is required by the Endangered Species Act. A biological assessment evaluates the effects of the project on endangered animal and plant species within the project's area of influence. Adherence to the guidelines laid out in the biological assessment is important because of the project's location directly over the Columbia River. Close project coordination also ensured that the project contractor complied with the state and federal water quality requirements when two construction staging areas were set up on each side of the bridge near the river.

Please visit the WSDOT Environmental Affairs Web site for more information.

How does this project impact tribal lands?
This process is not applicable because the project does not impact tribal lands.

Financial Information
Because the Lewis and Clark Bridge spans the state line between Washington and Oregon, the cost for the bridge deck replacement project is being split evenly by both states. Out of the total project cost of $25,366,000, Washington and Oregon are both contributing $12,683,000.

Expenditure Plan

	* Prior Expenditures	Remaining Costs	Total
State (WA) and Federal Funds	$5,856,000	$6,827,000	$12,683,000
Local Funds (OR)	$5,856,000	$6,827,000	$12,683,000
Funded Subtotal	$11,712,000	$13,654,000	$25,366,000
Unfunded Amount			
Total Cost	$11,712,000	$13,654,000	$25,366,000

* Expenditures prior to July 2003
Financial data is current as of 3/17/04. Project costs are inflated to the year of expenditure.

How can I get more information?
If you have questions, comments or if you'd like additional information about this project, please contact:

Amy Revis, Area Engineer
WSDOT Kelso Area Office
2400 Talley Way
Kelso, WA 98626
Phone: 360-442-1341 (M-F 7 a.m. - 5 p.m.)
E-mail: lewisclarkbridge@wsdot.wa.gov

Or you can use our information feedback/request form.

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Lewis and Clark Bridge 433-1 Deck Replacement

Washington State Department of Transportation

Quarterly Project Report Update for Quarter Ending December 2003

Project Title & Location
Lewis and Clark Bridge 433/1 Deck Replacement

Contractor/Consultant
Max J. Kuney - Spokane, Washington

Project Description
Replace the existing bridge deck of the Lewis and Clark Bridge, Number 433/1. Construction of the deck replacement stage of this project will begin in January, 2003. Half of the funding for this project will be contributed by Oregon Department of Transportation. This project will be constructed simultaneously with the navigational light system project, the seismic retrofit project, and the interim painting project.

Recent Progress
A total of 52 of 103 deck replacement panels have been installed on the bridge, constituting 2,090 feet of new roadway deck. A total of 72 of 103 panels have been constructed. Other work includes extending floor beams (44 of 44 completed) and constructing all 44 approach widening sections. Approximately 1,500 feet of curb and handrail have been removed in preparation for installing 23 widening sections, 17 to date.

Design Construction Impacts
Raising the Oregon end of the bridge by one foot was recently scheduled for a December weekend. After discussion with the local communities, this second of four weekend closures was postponed until after the New Year, to better accommodate civic activities and holiday travel. Additional funds of $2.78 million have been requested for additional work to the stringer-to-floorbeam connections that was not anticipated prior to construction.

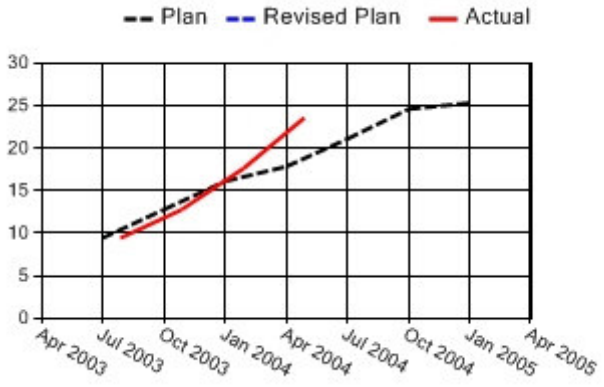
Environmental Impacts / Compliance
Silt fences capture sediments from runoff to avoid impacts to the river, as outlined in the Temporary Erosion and Sediment Control Plan. The contractor is implementing a containment plan to ensure lead from deck removal is not released into the environment. A Peregrine Falcon Management Plan helped to avoid potential, adverse impacts from construction during the nesting activity, which ended last quarter.

Impacts to Traffic
Single lane and total bridge closures typically occur from 9:30 pm to 5:30 am. Traffic delays during single lane closures are limited to 20 minutes. During full weekend closures, the bridge is closed from 11pm Friday to 5:30 am Monday. During weeknight and weekend total bridge closures, the Puget Island Ferry operates free of charge to the traveling public. The closest detours are the SR 101 bridge in Astoria, or I-405 bridge in Portland.

Project Milestones	Scheduled	Attained	Milestone Outlook
Contract Awarded	November 2002	December 2002	Delay due to six addendums.
Widen/Overlay Comp.	October 2004		On schedule.
Panel Install. Comp.	October 2004		On schedule.
Substantial Comp.	October 2004		On schedule.

Project Cost Summary:	Dollars in millions	Percent of Total
Preliminary Engineering	$.76	3.0
Right-of-Way	$.04	0.2
Construction	$24.5	96.8
Funded Project Costs	$25.3	100
Nickel funds included in above costs *The current expectation is that the project cost at completion will be within the total project cost noted above.*	0	0

Planned vs. Actual Expenditures
(Total Project Cost)



For more information, go to www.wsdot.wa.gov/projects

Amy Revis, WSDOT Area Engineer, at (360) 442-1341or e-mail: lewisclarkbridge@wsdot.wa.gov

2003 Project Highlights

This 2003 Construction Highlights Report marks the third year of WSDOT's efforts to share examples of the variety of projects constructed in different conditions and environments across the state. WSDOT has just wrapped up a season of construction projects to improve Washington's state highways and interstate freeways. Between January 1 and August 31, WSDOT and its contractors have had 146 projects underway. For these projects, the total of WSDOT engineer's estimates was $620 million. The total of winning contractor's bids was $603 million.

This year we've fine-tuned our project evaluation standards for this Highlight report in recognition that design, construction management, schedule and budget are all closely interrelated. Even a good construction team may have trouble bringing in a project on schedule and budget if problems emerge from the project design. Or, if the construction contractor and WSDOT fail to work together well, even a well-designed project may slip behind schedule. And sometimes, budgets and schedules may have to be changed to accommodate opportunities to significantly reduce the impacts on the traveling public.

We're pleased this year about giving our customers an opportunity to tell us what they think. Six projects from across the state of 23 that are included in this Highlights Report have an opinion questionnaire that asks readers for their reactions to the projects. Your responses will help us to better understand public expectations and to improve the way projects are managed and communicated.

List of Projects Evaluated

Cowlitz County

SR 504 - Castle Rock to Toutle River Bridge

SR 433, Lewis and Clark Bridge Deck Replacement

Douglas County

SR 28 - Rock Island - Rock Slopes Stage 1 - Evaluate this project

SR 26 - Vantage Area to Royal City – Paving

Franklin County

US 395 - Hillsboro Street Interchange - Evaluate this project

Grant County

Moses Lake Wetland Mitigation Bank

Grays Harbor

SR 8 - New McCleary interchange

US 12 - Brady to Malone

Jefferson County

SR 104, Hood Canal Bridge
When the Hood Canal Bridge East Half Replacement project is finished, the bridge will have a new wider east-half floating section, new approach sections and transition trusses on the east and west ends.

King County

I-90 - Eastgate Interchange Vicinity to Front Street, Paving and Intelligent Transportation Systems

I-90, Sunset Interchange - Evaluate this project

I-405 - Coal Creek Parkway to SR 522

I-405 - SR 167, Interchange Modification

SR 520 - 10th to Midspan Evergreen Point Bridge

Klickitat County

SR 141 - Klickitat County Pavers - Evaluate this project

Okanogan County

SR 20 - Methow River Bridge Replacement

Pierce County

I-5 - Puyallup River Bridge - Polyester Deck Overlay - Evaluate this project

SR 16, Tacoma Narrows Bridge

A new suspension bridge is being built parallel to and south of the existing bridge, providing two general-purpose and a HOV lane for eastbound traffic.

Snohomish County

US 2 - Barclay Creek Bridge Replacement

SR 525 - SR 99 to SR 526 Phase Two Improvements

Spokane County

I-90, Sullivan Rd. to Idaho State Line Phase 1 - Evaluate this project

SR 290 - Trent Bridge Replacement Project

Thurston County

SR 510 - I-5 to Pacific Avenue Widening

Walla Walla County

SR 125 - Military Rd to US 12 - Paving

Whatcom

I-5 - Samish Way to Sunset Avenue Pavement Rehabilitation

- 2003 Project Highlights
- Evaluation Criteria
- US 2 - Barclay Creek Bridge
- I-5 - Puyallup River Bridge
- I-5 - Samish Way to Sunset Ave Pavement Rehab
- SR 8 - New McCleary interchange
- US 12 - Brady to Malone
- SR 16 - Tacoma Narrows Bridge
- SR 20 - Methow River Bridge Replacement
- SR 26 - Vantage Area Paving
- SR 28 - Rock Island - Rock Slopes Stage 1
- I-90 - Eastgate Vicinity to Front Street, Paving and ITS
- I-90, Sullivan to Idaho St Line - Paving
- I-90, Sunset Interchange
- SR 104 - Hood Canal Bridge
- SR 125 - Miltary Road to US 12 - Paving
- SR 141 - Pavers
- SR 161 - Clear Lake - Paving
- SR 167 - N. Meridian to King County Line - Paving
- SR 290 - Trent Bridge
- US 395 - Hillsboro Street Interchange
- I-405 - SR 167, Interchange Modification
- I-405 - Coal Creek Parkway to SR 522
- SR 433 - Lewis & Clark Bridge
- SR 504 - Castle Rock to Toutle River Bridge
- SR 510 - I-5 to Pacific Ave Widening
- SR 520 - 10th to Midspan - Electrical
- SR 525 - SR 99 to SR 526 Widening
- Moses Lake Wetland Mitigation Bank

SR 8 - New McCleary interchange

Grays Harbor County

The $4.6 million McCleary Interchange project constructed a partial cloverleaf interchange. This eliminated an intersection at SR 8 where local traffic on the Mox-Chehalis Road had to cross several lanes of highway traffic in order to enter the highway, or to cross. The project, located 13 miles east of Olympia, improves traffic flow by eliminating cross-movements on SR 8 and resolves a high-accident location.

EVALUATION

Design: ★★★★
Construction Management: ★★★★★
Schedule: ★★★★★
Cost: ★★★★
Engineer's estimate: $5,117,722
Contractor's bid amount: $4,304,800
Estimated cost for completion: $4,670,670

Design errors in quantities resulted in cost overruns on several items. Despite these problems, good communications with the contractor resulted in an innovative solution that lessened the impacts to the traveling public. Problems were resolved in a proactive and timely manner and not allowed to affect the contract schedule and minimize cost impacts.

Construction summary

The interchange was constructed in three stages. The first stage built a new bridge over SR 8 and partially constructed the interchange's new on- and off-ramps. Traffic on Mox-Chehalis Road was allowed to cross SR 8 on the new bridge, but vehicles exiting and entering SR 8 still had to use the existing intersection. Stage 2 construction completed the southern on- and off-ramps. Stage 3 completed the northern on- and off-ramps.

The contractor and WSDOT worked closely together on the project and were able to resolve the many issues that came up during construction. For example, the contractor proposed setting the girders for the new bridge in the daytime and establishing a daytime detour through the City of McCleary. This improved safety for the traveling public and reduced costs by not having to staff up for both night and day shift work.

Major problems arose that added to the contract cost. The areas of soil removal (dig-outs) were expanded due to the discovery of unsuitable soils, such as clay. The extent of dig-out areas was larger than what had been estimated in the plans, and was unknown until excavation was under way, during construction of the new ramps. Additional quarry spalls, geotextile material and fill material were needed in the areas where soft soil was found. The amount of fill material required to construct the new interchange was also more than estimated in the plans. The extent of soft soils would have been hard to identify even with more extensive soil borings.

Traffic control costs were underestimated in the contract. The three stages needed to construct the interchange required additional hours of traffic control and flagging. The contract was scheduled to "winter-over" at the end of Stage 1 with contract time being suspended and no work being done in the winter. The contract was advertised for bids late in the summer of 2002. Because of the late ad date, the contractor did not reach the end of Stage 1 until June 2003. This meant the contractor worked through the winter of 2002-2003 constructing the new bridge and the dirt work became the critical path item on the schedule. Wet winter weather stopped dirt work operations for 3.5 months. During

that same time the contractor continued working on constructing the bridge and the additional traffic control charges continued to accumulate along with additional inspection and administrative charges.

The teamwork between the contractor and WSDOT was very good. A team approach was utilized involving both WSDOT and the contractor's personnel to resolve issues quickly and efficiently.

The public and was informed through weekly press releases. We also kept the City of McCleary officials updated with regular meetings and phone calls on project progress.

Lessons Learned:
Overall more time spent in design of the earthwork quantities would have made the estimate of fill quantities closer to what was actually used. Also, more work in defining the traffic control needed to construct each of the stages for the interchange would have helped identify the amount of traffic control needed.

Contractor:
Scarsella Brothers, Inc., Seattle, WA

WSDOT Contact:
Project Engineer, Kurt R. Williams
Phone: 360-570-6752.
Email address: willikr@wsdot.wa.gov

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